

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 RSC-01 FAA-00 PM-03 H-01 L-02

NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06 IO-10 /076 W

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FM AMEMBASSY LONDON

TO SECSTATE WASHDC PRIORITY 7764

INFO AMEMBASSY BRUSSELS

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STATE AND BRUSSELS PASS FAA

E.O. 11652: N/A

TAGS: EAIR, UK

SUBJ: CIVAIR - MICRO-WAVE LANDING SYSTEM - PLESSEY
PUBLICLY CASTIGATES FAA DECISION

1. PLESSEY HELD A PRESS CONFERENCE JAN 29 IN LONDON IN WHICH THEY ANNOUNCED THE IMMEDIATE ALLOCATION OF FURTHER FINANCING BY THE UKG AS PLANNED FOR THE EXTENSION OF THEIR CURRENT COST SHARING DOPPLER MLS CONTRACT. THEY WENT ON TO CASTIGATE THE FAA ASSESSMENT COMMITTEE FOR ITS FINDING IN FAVOR OF THE COMPETING SCANNING BEAM SYSTEM FOR THE US NATIONAL PROPOSAL TO BE SUBMITTED TO ICAO LATER THIS YEAR. PLESSEY STATED THAT ITS BELIEF IS THAT THE RECOMMENDATION SHOULD BE REVERSED BY THE US EXECUTIVE COMMITTEE NOW IN SESSION. THEY ASSERT THAT THEIR DOPPLER SYSTEM IS SUPERIOR TECHNICALLY AND BECAUSE OF THEIR DOUBTS AS TO THE OBJECTIVITY OF THE ASSESSMENT COMMITTEE THERE SHOULD BE A FULL RE-APPRAISAL OF THE MATTER. PLESSEY BASES ITS DOUBTS ON THE FAA'S OBJECTIVITY BECAUSE THE SCANNING BEAM WAS DETERMINED ON ANALYSIS OF A PAPER DESIGN RATHER THAN ON THE PROVEN AND DEMONSTRATED DOPPLER SYSTEM. PLESSEY GOES ON TO SAY "UNLESS

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THE FAA ASSESSMENT COMMITTEE'S RECOMMENDATION IS REJECT-

ED, PLESSEY TAKES THE VIEW THAT SUCCESSFUL INTERNATIONAL COOPERATION WITHIN THE ICAO ON MLS OR ANY FUTURE PROJECT WILL BE SERIOUSLY JEOPARDIZED, WITH GRAVE CONSEQUENTIAL EFFECTS ON THE SAFETY AND ECONOMICS OVER THE LONG TERM". THEY ALSO STATE "A PROLONGED CONFRONTATION COULD OCCUR WITHIN ICAO, WITH INEVITABLE DELAYS IN THE WORLD WIDE ACCEPTANCE OF MLS IN ANY FORM".

2. IN A SEPARATE "FACT SHEET" DECLARED TO BE NON-ATTRIBUTABLE, PLESSEY ALLEGES THAT SUPPORT FOR THE RECOMMENDATION DERIVED MAINLY FROM MEMBERS OF FAA DIVISION RESPONSIBLE FOR THE INTRODUCTION OF THE TIME REFERENCE SCANNING BEAM (TRSB) PROJECT. IN ADDITION THEY CHARGE THAT THE CENTRAL ASSESSMENT GROUP (CAG) DID NOT FOLLOW THE PRESCRIBED TECHNIQUE SELECTION PROCESS. THE LIST OF PARTICIPATING STATES: FINAL VOTE WAS NOT TWO-THIRDS MAJORITY; NO TRACEABILITY OF THE DECISION PROCESS; VOTING PROCEDURE WAS ALTERED IN THE LAST STAGES OF THE CAG FINAL MEETING; NEW ISSUES WERE RAISED DURING THE FINAL CAG MEETING WHICH WERE NOT DEBATED; AND THAT THE VOTING WAS MODIFIED AFTER THE END OF THE MEETING.

3. IT IS APPARENT FROM TONE OF PREVIOUS PRESS REPORTING AND FROM OUR CONTACTS WITH BRITISH TRADE AND GOVERNMENT OFFICIALS THAT PLESSEY IS ATTEMPTING TO COUNT A CAMPAIGN TO DISCREDIT THE FAA'S SELECTION, ITS METHODS, AND OBJECTIVITY OF THE ANALYTICAL PROCESSES USED BY THE COMMITTEE. IN ORDER TO REPLY TO QUERIES REQUEST COMMENTS AND GUIDANCE ON THE SELECTION PROCESS AND STATUS OF FINAL DECISION.

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